

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. — James Monroe

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Tension Growing In Europe And Far East

Increased Diplomatic Activity May Foreshadow Military Action on Several Fronts

MANY AREAS ARE AFFECTED

British Isles, Balkans, Mediterranean, and Far East All Prepare for Next Axis Move

Few weeks since the outbreak of the war have been more packed with events of first-rate importance than the one which has just closed. Anxiety over impending developments has spread throughout the world as news from a dozen fronts seems to foreshadow an end to the lull of the last few weeks and the renewal of the war with intensified vigor. For the most part, the growing activity of the last week has been on the diplomatic front, where increasing pressure was being applied to all countries. But there appears to be little doubt that this diplomatic warfare was merely a prelude to the coming all-out military struggle between the Axis powers and those who are seeking to frustrate their bid for world supremacy.

Many Fronts Active

Only one thing seemed certain as the anxious week drew to a close. The Axis was preparing to strike somewhere. But where would the blow fall? Would Hitler concentrate his might upon the British Isles in the hope of subduing them, successfully invading Britain, and bringing the war to a close? Or would the Nazi legions turn toward the Balkans and the Mediterranean in an effort to salvage something from the Greek and African campaigns of the Italians which up to now have been such dismal failures? Or, again, would the attack be launched through Gibraltar, perhaps with the unwilling cooperation of Franco's convalescent Spain and Pétain's unoccupied France? Perhaps the long-anticipated and much-dreaded spring offensive would take place in the Far East, where Japan would divert British and American attention by striking against the Dutch East Indies and Singapore, feeling that never again would the opportunity be so ripe for seizing plunder on such a gigantic scale. More ominous still loomed the possibility that the spring offensive would take the form of a thoroughly coordinated attack by the Axis powers on all these fronts at the same time.

No one knew for certain the answers to any of these questions, except perhaps Herr Hitler himself. However, we may piece together the more important items from the hundreds of news stories that have come over the wires during the last week and undertake to appraise their significance as a prelude to the events which lie in the weeks ahead. The critical developments concern four main regions: the British Isles, the Balkan countries, the Mediterranean area, and the Far East. We shall take up each of these areas in turn.

The British Isles. After a period of several weeks of relative calm or only sporadic attacks in the air, the Germans last week resumed large-scale bombings over England in what many regarded as a preliminary to their all-out attack. When and if the Nazis will undertake their threatened invasion of the island fortress is still unknown, but the British are expecting it sometime this spring. Prime Minister Churchill, in his latest address, warned that the "war is soon going to

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PATROL DUTY

A Student Code

It is desirable that students should think frequently of the goals toward which they are striving so that they may better judge their work and activities and find out whether they are going in the direction of the goals. In order to fix the objectives more clearly in mind, the students of schools, classes, or clubs frequently adopt codes of conduct. Three years ago the National Association of Student Officers appointed a committee to write a code and submit it for consideration to the schools of the nation. This code, which appeared in THE AMERICAN OBSERVER at the time of its adoption by the committee, is here reprinted:

I realize that, as a student, I owe an obligation to parents or relatives whose sacrifices have given me the foundations upon which I am building, to the school which offers me an opportunity to develop my natural powers, to the community which makes possible my educational advantages, to my country which gives me liberty under law, and to my own future as an individual and a citizen.

In keeping with my determination honorably to discharge this obligation, I promise:

That I will use the facilities offered by the classroom to enlarge and broaden my interests, to increase my knowledge, to bring me closer to Truth, and to cultivate habits of industry and sound thinking.

That I will broaden my sympathies and practice the arts of sociability, true friendliness, and helpfulness in my home, in the school, and in all my associations, avoiding snobbishness in my own conduct and condemning it in others.

That I will develop habits of reading and conversing which will broaden my culture and enable me better to understand the problems of community, state, and nation.

That I will carry on discussion in and out of the classroom, not to overcome opponents and gratify my pride, but that I may grow in knowledge and wisdom.

That I will avoid every form of cheating or dishonesty and will undertake to discourage all dishonorable practices.

That I will obey every rule or law of school, city, state, and nation, reserving the right to criticize rules and laws constructively, but respecting them so long as they prevail.

That I will use my powers and influence for the common good.

That I will pursue happiness myself and strive to establish conditions under which happiness and opportunity may be hopefully pursued by everyone in my home, my school, my community, my country, and the world.

U.S. Weighs Sending British More Ships

Britain's Need for Destroyers Raises Issue of How Many We Can Safely Spare

OUR OWN NEEDS ARE GREAT

But Rapid Progress of U. S. Naval Building Program May Release Older Craft to British

Since Wendell Willkie returned from London, the question of how many more naval craft the United States can lend or lease to Britain without seriously impairing its own defenses has become an important issue. The British, their commerce suffering heavily from German aircraft, surface raiders, and submarines, want more destroyers. Mr. Willkie learned this directly from Prime Minister Churchill, and upon arriving in Washington he argued that Britain should have them, and could be supplied with them at the rate of from four to seven a month without endangering our own Navy. At first it seemed that President Roosevelt agreed. But Secretary of the Navy Knox did not. He repeated what he has said before, namely that the United States, having supplied Britain with 50 destroyers last summer, cannot spare any more. In this stand the naval secretary is backed by the so-called isolationist group in Congress, and apparently by many naval officers.

A Difficult Decision

This should not be taken to mean that there is a major rift between Willkie, Knox, and the President over important matters of national policy. "Aid to Britain" is already our policy. Britain, in the eyes of the administration, is the first line of defense, while the United States and Canada are the reserve depots. Now it is a matter of common knowledge that no general concentrates all his forces in the front line, because if that line should then crack, the war would be lost. On the other hand, it is a matter of prudence to keep enough forces in the front line to keep it from cracking. The decision as to how much should go to the front and how much should be held in the rear is immensely difficult, and the case of the destroyers illustrates this.

To begin with, there is no doubt that Britain needs destroyers. She needs them chiefly as substitutes for cruisers, a type she cannot obtain from us. Long before the war even appeared likely, Admiral Jellicoe and the British naval staff had worked out what they called the "irreducible minimum" of cruisers Britain would need in war. They decided that 70 cruisers, with no less than 49 of them devoted to convoy duty, would be the very least that Britain could afford to have. But when the war began the British had only 50 cruisers in commission, and found that only 12 could be spared for convoy work.

At first the 18 cruisers of France helped to fill the gap, but when France fell, the British set out to make the best of what they had. Ocean patrols were thinned; convoys lengthened. The safety limit was reached and passed. Instead of 25 to 35 merchant ships guarded by four to six cruisers, convoys became long straggling lines of 35, 40, 50, and even 70 ships guarded by a single cruiser and perhaps an armed merchant cruiser. Time and time again these slow-moving convoys have been attacked and scattered like sheep. And shipping losses have mounted steadily. Last December Britain was losing ships at the

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FROM A PAINTING BY HARRY FENN

THE BATTLE OF MANILA BAY

Historical Backgrounds

By David S. Muzzey and Paul D. Miller

America's Role as a World Power

THE last few days have seen a turn for the worse in the Far Eastern situation. Rumors of an alarming nature have spread throughout the world of further Japanese moves. Japan, it is feared, is on the verge of pushing southward in Asia against the Dutch East Indies and the British stronghold at Singapore. Americans located in the Orient have been requested by our government to leave. The government of Australia has warned of a developing situation of the "utmost gravity." As discussed elsewhere in this issue of THE AMERICAN OBSERVER, Japan seems ready to synchronize her thrust in Asia with the contemplated Nazi offensive on a dozen fronts in Europe.



DAVID S. MUZZEY

These developments are of particular concern to the United States, for if Japan moves too far southward, this country may take strong action. We have already warned the Japanese against moving against the Dutch East Indies and there seems little doubt of the American attitude if they should seriously undertake an offensive against Singapore. At no time in recent history has a more critical situation existed between the United States and Japan. It calls to attention the whole question of American foreign relations as they apply to the Far East and to the present world situation.

U. S. in the Pacific

With the Spanish-American War, the United States assumed definite obligations in the Far Eastern area. Prior to that time, American foreign policy had been based essentially upon two principles, the one set forth in Washington's Farewell Address and the other in the Monroe Doctrine. The first was simply that of no entangling alliances; that is, that as a nation we should remain aloof from Europe's quarrels. The second set the entire Western Hemisphere as a preserve where European control and influence were not to be tolerated. Both these policies came under the dominating principle which has been known throughout our history as isolationism.

Until the turn of the last century, the United States had assumed responsibilities in its foreign policy and had made commitments only so far as continental United States and the Western Hemisphere were concerned. The Monroe Doctrine forbade European nations to obtain a foothold in this hemisphere, and the United States would undoubtedly have gone to war in order to prevent such a thing from happening. But we did not have commitments in other parts of the world.

All that changed, however, after the war with Spain in 1898. When we decided to keep the Philippine Islands and to acquire other possessions in the Pacific Ocean, we embarked upon a new policy. We assumed responsibilities in a section of the world far removed from our shores, for we acquired a number of possessions all the way across the Pacific Ocean to the very front door of the Asiatic mainland. Acquisition of Puerto Rico and the removal of Spain from Cuba greatly strengthened the defenses of the United States since these territories enabled us better to guard the approaches to the Isthmus of Panama. Moreover, these possessions could easily be defended, located as they are in the Caribbean. From the standpoint of national interest and national defense, therefore, this result of the Spanish-American War proved decidedly advantageous to the United States.

New Responsibilities

But the same considerations do not apply to the possessions which we acquired in the Pacific. Continued possession of the Philippines and the island of Guam would depend upon maintenance of a delicate balance of power in the Far East. Those who favored annexation of the Philippines felt that these far-off possessions would enable the United States to participate more effectively in the fabulous trade of the Orient. "It appears never to have dawned on these adventurers into eastern imperialism," writes Professor Samuel Flagg Bemis, "that it would be difficult if not impossible to defend those distant islands, there on the other side of the globe, in case the balance of diplomatic power in the Far East should be upset by the complete dominance of any one naval power."

During the 40-odd years that we have held the Philippines, the question of defending them has never arisen. Without a formal agreement with Britain, an arrangement has existed whereby the British navy patrolled the Atlantic, protecting the Western Hemisphere against possible attacks from a European power. The greater part of the United States Navy has been able thus to remain in the Pacific to guard American interests in that area.

Today the delicate balance which has been maintained in both the Atlantic and the Pacific is threatened by the aggressions of the Axis powers. The British navy is being hard pressed in the Atlantic and large units of it must be kept in the Mediterranean. Only small units of it have been kept in the Far East. The bulk of the American fleet is kept in the Pacific while this country hurriedly undertakes to build a two-ocean navy for future defense. Meanwhile, the situation in Asia grows more acute and many observers feel that a showdown with Japan is rapidly approaching.

The Good Citizen and Discussion

We have said before that if one is to be a good citizen it is not enough that he have vague ideas. He should have exact information concerning events and problems which are important. He should also be familiar with a wide range of opinion about these problems. One necessarily gets a large part of his information and ideas by reading newspapers, magazines, and books.

If, however, you are to broaden your outlook and test your facts and ideas, you must not depend wholly upon reading. You must get into the habit of discussing things with other people. You may read a great deal and feel that your information is sufficient, but your facts and ideas may be vague without your knowing it. You find out how definite or indefinite your information is when you undertake to put facts and ideas into words. You test the strength of your opinions when you measure them against the opinions of others.

There is another advantage to be obtained through discussion. You cannot possibly be well informed about all matters which are important. You do not have enough time for that. You obtain facts upon some point or issue and you lack facts about other questions which are equally important. You gain in strength and power by cooperating with others in the search for truth.

While it is quite necessary, therefore, for the competent citizen to discuss the problems of the day with others, it must not be assumed that all discussion is profitable. A great deal of what passes for discussion is of little use. Only now and then do we find a person who is really skilled in the art of serious conversation.

Have you ever listened to a conversation of this kind: Two people start to talk on some subject. Perhaps they are discussing the question of whether we will get into war if we assist England. One of them makes the point that our helping England really is an act of war and is likely to involve us in actual fighting. The other replies that England cannot win without us. The first speaker then charges that England does not deserve to win the war, that her record through the years has been as aggressive as that of Germany. The second speaker then declares that a German victory would be very dangerous to us.

These two people have not completed the consideration of any one point. They have wandered from one question to another. They have raised four entirely separate issues without stopping to obtain more facts and to come to a conclusion about any one of the questions which have been raised. That is the way debate often goes. Those who participate wander from the subject. What they should do if they are really to add to their information and clarify their ideas is to take up one issue at a time. The people who discussed the England assistance issue should have kept to the point of whether our aiding England would likely get us into the war, until each of them had all the facts and all the ideas that the other could contribute on that point. They should have come to a decision on it, or at least should have threshed it out thoroughly. They should have done that before they took up any other subject. After having gone as far as they could by way of clarifying their ideas on that one point, they could have taken up other problems.

Frequently discussion is made useless by the fact that each person who enters into it is merely airing his own views. He is not trying to enlarge his understanding by seeing what his friends have to contribute. In that case those who discuss are not engaged in real cooperative thinking. Each of them states an opinion and then supports it, and each comes away from the discussion with exactly what he had in the way of facts and ideas when he entered it—and no more.

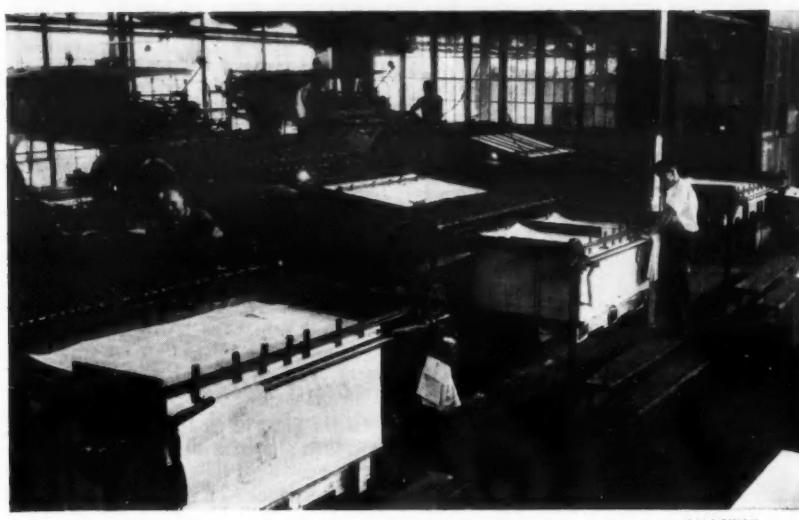
When you enter a discussion with a friend, go into it with the object of getting from him all that he has to contribute and of contributing to him all that you can. Then compare facts and opinions. If, when you have concluded the argument, you are still in disagreement, find out whether or not you disagree as to what the facts are. In that case you should determine to make a further investigation regarding the facts. You will read more about them and he will do the same. If your disagreement is not as to what the facts are but if it is a disagreement in *opinion* about the facts, then each one should searchingly inquire about how he obtained his opinions. Are they merely prejudices or are they based on something substantial?

Test Yourself

Ask yourself these questions. You need not make your answers public. They are for you alone. When you have finished, put the paper containing your answers away; keep also the list of questions. In a few weeks get the list out and take the test again. Then compare your answers with the earlier ones. You can tell in that way whether, after having given the matter thought, you are developing higher standards.

1. Have you had a serious discussion during the last week?
2. When you argue a question is your purpose chiefly
 - (a) to obtain more information?
 - (b) to test your own ideas by comparing them with ideas of others?
 - (c) to prove that your ideas are better—to win out over your opponent?
 - (d) to gain satisfaction of overcoming another in discussion?
3. Do you have in mind a discussion which resulted in your changing your mind on the subject discussed?
4. Have you changed your mind lately on any important question? If so, what induced you to make the change?
5. If you have not changed your mind, does this mean
 - (a) that your mind is so powerful that you can tell what the truth is about a problem when you first hear about it, so that you don't need to study it fully?
 - (b) that you are fortunate in having better sources of information than others have?
 - (c) that you are too proud or stubborn to change even when new evidence appears?
 - (d) that you have quit trying to improve?
 - (e) that you are not growing in knowledge or understanding?
6. Do you hold rigidly to an issue when you enter a discussion, until you and the one with whom you are talking have gone as far as you can go with it, or is your discussion frequently merely a series of statements on different issues? Illustrate by giving examples.
7. Do you understand the meaning of "cooperative thinking"? Give an example from your own experience.





THE PRINTING PLANT

GALLOWAY

• Vocational Outlook •

Printing Trades

SINCE there is not an excessive number of young people now training for the printing trades, the future prospects appear to be promising. During the depression, moreover, it was easier for printers to find jobs than it was for most other types of skilled workers.

From the standpoint of wages, conditions in the printing trades are also good. An idea of the wages paid to printers can be gained from the figures of 1937, when the average hourly rate for union printers as a whole was \$1.17. Since the large majority of printers operate on a 40-hour week, their average annual income at this level is \$2,400. Many printers, of course, do not work in union shops, and they receive lower wages. As a general rule, proofreaders and photoengravers are the highest paid workers, compositors and linotype operators come next, and pressmen are at the bottom of the list.

This ranking in wages, of course, is accounted for by the grades of skill which are represented among the different workers. The linotype operator works at a large machine, with a keyboard resembling that of a typewriter (although much more complicated), at which he sets all the type for various kinds of printing jobs, except for very special work which is set by hand. The majority of linotype operators are men, but many women also engage in this work.

A successful operator must be good at mathematics in order to be able to figure out many problems of arrangement and spacing. He should also have a thorough training in punctuation, spelling, syllable division, and other tools of grammar. A high school education should precede his technical training, and he must have good eyesight for his work.

After the type is set, it is assembled into page form by compositors. They, too, must be mathematically-minded, for accurate measurements are required in assembling the type into page form. The compositor should also have a certain degree of artistic sense, for his skill will have much to do with the appearance of the page on which he works.

When the type is placed in page form, a proof is taken on which mistakes are marked and corrections indicated by the proofreader. There are more women engaged in this branch of printing work than in any other. A proofreader must have an expert knowledge of the tools of grammar. He or she should also be a widely read individual, for a skilled proofreader often detects errors of fact as well as obvious technical mistakes.

After the mistakes marked by the proofreader have been corrected by the linotype operator and the compositor, the page forms are locked up and sent to the pressmen, who do the actual work of printing. It is their job to lock the forms in the presses, adjust the ink rollers, regulate the flow of ink, and tend the paper supply which may be fed either by hand or automatically. This job calls for a high degree of mechanical skill.

Aside from these main branches of the printing industry, there is the small but important division of photoengraving. The photoengravers do the technical work involved in getting pictures ready for printing—etching photographs on zinc or copper plates, which are mounted and trimmed to the proper size for assembling along with the type in a page. The photoengraver must have training in photography and chemistry.

The person who takes up a printing trade may prepare himself either through a trade school or through apprenticeship. The trade schools are usually a branch of a high school, vocational school, or college. It usually requires about five years to become proficient as a linotype operator or compositor. Unions exercise control over the number of apprentices, who are paid during their course of training. A person interested in the printing trades should interview both union officials and non-union printers about ways of taking up the occupation. He should also become familiar with the facts pertaining to the trade.

Senate Foreign Relations Committee approved, 15-8, the lend-lease bill, thus preparing the way for debate by the entire Senate.

Germany claimed to have sunk 13 British merchantmen in a convoy. Britain confirmed the attack, but gave no details as to number of ships.

All Americans having no vital and urgent business in the Far East were advised by the United States government to return home.

Friday, February 14

Rome reported that British parachute troops landed in southern Italy, but Britain denied knowledge of any such operation.

Navy Department announced construction contracts for naval air bases in Newfoundland, British Guiana, and Trinidad.

Ice floes broke up on the Danube (a month ahead of last year), permitting Germany to resume shipment of oil supplies by water transport.

Information Test

Answers to history and geography questions may be found on page 8. If you miss too many of them, a review of history and geography is advisable. Current history questions refer to this issue of THE AMERICAN OBSERVER.

European History

1. The seventeenth century "Roundheads" were so called because (a) of the helmets they wore, (b) their hair was short, (c) their heads were shaved, (d) their heads were round.

2. George I and George II of England had great difficulty speaking English. They were (a) Norman French, (b) Dutch, (c) German, (d) Scotch.

3. The Industrial Revolution which is still spreading over the world began in (a) Japan, (b) the United States, (c) Germany, (d) England.

4. The new nation that was proclaimed in the Hall of Mirrors at Versailles in 1871 was the (a) Third French Republic, (b) German Empire, (c) Czechoslovak Republic, (d) the Empire of Napoleon III.

5. An English ruler who governed by military force, subdued Ireland by killing off about a third of the population, conquered Scotland, humbled Spain, and raised England to the level of a great power was (a) King John, (b) Queen Elizabeth, (c) King Charles I, (d) Oliver Cromwell.

6. A poet whose verse reflects his pride in the British Empire was (a) Keats, (b) Swinburne, (c) Kipling, (d) Yeats.

Geography

1. In what European country do canals carry more freight than railroads?

2. The Scandinavian Peninsula has two countries on it. Where is there another peninsula divided between two independent countries?

3. Match these natural products with the products that are made from them:

cacao	rope
flax	rubber
latex	linen
hemp	chocolate

4. What tree is cultivated for its bark and grows a new coat of it each time the old one is removed?

5. A country which has its people divided into two groups speaking French and Flemish is (a) France, (b) Luxembourg, (c) Belgium, (d) the Netherlands.

6. A famous railroad running from Moscow in Europe to Vladivostok in Asia is the _____ Railway.

Current History

1. Why is Secretary Knox opposed to sending additional American destroyers to England at this time? How does his position differ from that of Wendell Willkie?

2. Compare the size of the United States fleet with the navies of the other leading powers.

3. What additions are contemplated for the United States Navy?

4. What effect may Hitler's recent moves in the Balkans have upon the war in Greece? the situation in the Mediterranean?

5. How do Japan's activities in southeastern Asia fit into the situation in Europe?

6. What effect did the Spanish-American War have upon the foreign policy of the United States?

7. Which states have profited most from the defense program?

The Week at a Glance . . .

Tuesday, February 11

Rumania and Bulgaria were said to be the objectives of German troops which were reported flying across Hungary.

Britain started turning Benghazi, Libyan stronghold captured from the Italians, into a Mediterranean naval base.

House of Representatives voted to increase federal debt limit from 49 billion to 65 billion. It also extended the life of the Dies Committee by 15 months, and gave it additional funds.

Wednesday, February 12

Franco and Mussolini met "somewhere in Italy" to confer on problems of the war.

Replying to Willkie's proposal that five to 10 destroyers be supplied monthly to Britain, Secretary of the Navy Knox said the Navy "can spare no more destroyers."

An American fighter plane bested a British Hurricane in speed tests conducted in England.

It was reported that Germany has moved more than 400,000 troops into Rumania in recent weeks.

Thursday, February 13

Senate Foreign Relations Committee approved, 15-8, the lend-lease bill, thus preparing the way for debate by the entire Senate.

Germany claimed to have sunk 13 British merchantmen in a convoy. Britain confirmed the attack, but gave no details as to number of ships.

All Americans having no vital and urgent business in the Far East were advised by the United States government to return home.

Saturday, February 15

President Camacho asked the Mexican Congress to pass legislation to clear the way for foreign oil companies to resume their operations in partnership with the government.

Senate approved the bill to increase the federal debt limit from 49 billion to 65 billion.

Foreseeing the possible need of an army of 3,000,000 men during a possible emergency, the War Department started making surveys for additional camps.

House Naval Affairs Committee met in secret session to hear Admiral Harold Stark, chief of naval operations, discuss proposed defenses of Pacific islands, including Samoa.

Britain admitted that her parachute troops had carried out a raid on southern Italy.

British forces captured the port of Kisimayu in Italian Somaliland.

Sunday, February 16

Harry Hopkins, President Roosevelt's personal envoy, returned from his confidential mission to Britain.

Wendell Willkie was reported to be considering a trip to the Far East, similar to his inspection of Britain.

Britain announced steps to strengthen the defenses of Singapore, including a proposed mine field.

Former President Hoover revealed that the British and German governments are studying a proposal to feed Belgium as a test case.

Monday, February 17

Senate commenced debate on the lend-lease bill.

Turkey and Bulgaria signed a declaration of friendship and nonaggression. The pact may seriously affect Britain's position in the Balkans.

♦ SMILES ♦



"The Scouts adore Grandma. She goes back and forth until they've all got their good deeds for the day over with."

REYNOLDS IN COLLIER'S

"I asked if I could see her home."

"And what did she say?"

"She said she'd send me a photo of it."

—Montreal STAR

"Why, he's the loudest-mouthed man I ever heard."

"Shush, dear, you forget yourself."

—CAPPER'S FARMER

"Why do you get such low marks in history?"

"Aw, they're always asking me about things that happened before I was born!"

—AUSTRALIAN WOMEN'S WEEKLY

"What gives you the impression that Jack and Betty are engaged?"

"She has a ring and he's broke."

—LABOR

Judge: "Is the prisoner a known thief?"

Cop: "A known thief? Why, he'd steal the harness off a nightmare."

—WALL STREET JOURNAL

"What is the difference between capital and labor, Dad?"

"Well, son, the money you lend represents capital—and getting it back represents labor."

—STARGAZER

Some girls use a pill to get rid of a headache, but others use a headache to get rid of a pill.

—SCRIPPAGE

The Week at Home

More Planes

Airplane production, it was reported a few days ago, has increased 100 per cent since last June. Latest figures show that 799 military planes were manufactured in this country last December and 1,020 in January. Twenty-six commercial planes, also, were built last month.

Sixty per cent of the 1,020 planes were combat craft (though what sizes and types they were we are not told), and the rest were trainers. In its capacity as "arsenal of democracy," the United States sends approximately 85 per cent of the combat planes it produces to the nations which are resisting aggression. About 425 of the planes completed in January were sent abroad, 60 going to Greece and the rest to Britain.

Conflicting opinions have been published as to the efficiency of our planes in actual combat. Recently the British Ministry of Air Production tested out its own and American planes with 100 British, Canadian, and United States correspondents as witnesses. After an exciting sham battle between an American Curtiss P-40 and one of the famous British Hurricanes, the former was pronounced faster, a better climber, and generally superior in performance. The American bomber, Douglas DB-7, was said to be a better all-round



TOMAHAWKS—THE BEST YET PRODUCED

These are U. S. Army versions of the American-built Curtiss Tomahawk fighter planes which are reported to have out-performed the pick of the Royal Air Force's own fighters. Known in this country as Curtiss P-40 pursuit planes, these single-seat, bullet-nosed, all-metal fighters are especially designed for high-altitude combat.

too, for increased defense spending and for the carrying out of the provisions of the lend-lease bill.

Administration spokesmen say that the Treasury will be able to keep within the new limit until June 30, 1942, at least. Other authorities doubt that this will hold if the lend-lease bill is passed, for the cost of its operations is likely to be considerable.

The continued heavy borrowing, the consequent rise in the annual interest paid for borrowed money, and the steadily mounting national debt have brought a demand from some members of Congress that nondefense expenditures be cut as deeply as possible and that more revenue be raised by taxation.

Presidential Powers

The Senate discussion of the lend-lease bill hinges not on the question of helping Britain but on the advisability of increasing the power of the President.

Emergency conditions have already resulted in the granting to the Chief Executive of many new powers. For example, today he can

1. Control the export of many products.
2. Take over for government use any of those products.
3. Regulate shipping and foreign exchange.
4. Regulate broadcasting stations.
5. Require manufacturers to fill government orders.
6. Take over any plants which refuse such orders.
7. Give the production of certain materials or articles priority over the production of others.

The lend-lease bill would add to these emergency powers by giving the President authority to

1. Order the manufacture of planes, ships, etc., for foreign countries.
2. Transfer \$1,300,000,000 worth of our own military equipment to them.
3. Order the repair of foreign warships in our ports.

Opponents of the bill believe that it is unwise to entrust the President with any more power. They feel it means vesting too much authority in one man, and they fear that his use of the new powers may involve us in war. Advocates of the bill say that the President must be given a free hand if Britain is to be saved. They contend that the President's constitutional powers as conductor of our foreign relations and commander-in-chief of the Army and the Navy give him all the authority feared by the noninterventionists—that the powers conferred in the lend-lease bill cannot in themselves embroil us.

By a vote of 15 to 8, the Senate Foreign Relations Committee approved the bill

fornia belongs in the same class as New Jersey and New York, and Washington ranks about with Michigan.

Between the Pacific coast and Texas, Missouri, and Illinois, stretches the great American desert of the rearmament program, the bald spot of emergency industrial growth.

Pacific Islands

Of the \$898,392,932 President Roosevelt has asked Congress to appropriate for the Navy, a small part is to be used for defenses in the Pacific. The explosive nature of the Far Eastern situation makes this a delicate as well as a pressing problem.

The sum of \$4,700,000 is asked for harbor improvements and bombproof shelters for the island of Guam, next to the Philippines our easternmost possession. Twice since 1938 Congress has rejected a less ambitious project on the ground that a "first step toward fortification" would antagonize Japan unnecessarily.

The President's program calls, also, for the spending of \$8,100,000 for the expansion of naval facilities and bombproof shelters at Tutuila, Samoa. Here, in a direct line between Hawaii and Australia, is one of the finest harbors in the South Pacific. The Navy has never before asked for defense works of any kind in Samoa, but it now feels that the development of aviation has increased the strategic importance of the islands. It wishes to make them the southwestern end of the patrol line which begins at Dutch Harbor, Alaska.

"Cincus"

With American citizens leaving the Far East and disquieting reports from across the Pacific arriving every day, it is only natural that eyes should turn in the direction of the U.S.S. *Pennsylvania*, where flies the four-starred blue pennant of Rear Admiral Kimmell, commander-in-chief of the entire United States fleet.

Husband Edward Kimmel was born in Kentucky, and after two years at Central University, Richmond, he left his native state for the Naval Academy at Annapolis, Maryland. In 1904, at the age of 22, he received his commission as ensign and started up the ladder of naval rank. By 1937 he had become a rear admiral.

After serving as Navy Department budget officer for a while, he was given command of Cruiser Division 7. At the conclusion of the Caribbean war games early in 1939, Admiral Kimmel took three of his heavy cruisers on a South American goodwill cruise. His ships were the first naval vessels to round Cape Horn in 15 years. They visited Venezuela, Uruguay, Argentina, Chile, and Peru. That summer Admiral Kimmel was made commander of cruisers, Battle Force, United States fleet.

The first of this month brought him new honors and heavier responsibilities. At Pearl Harbor he became both the new CINCUS (C-in-C., U.S.) and the commander-in-chief of the Pacific fleet. The ceremony was an impressive one, for surrounding the flagship were the more than 100 warships based at Hawaii. Warplanes roared overhead, but the traditional gun salutes were omitted. The Navy is not wasting its powder these days.

Admiral Kimmel, now a full admiral, is tall and impressive. He has the same calm assurance which long ago moved his classmates at the Naval Academy to print beneath his picture in the annual a quotation from the Russian novelist Turgenev: "He had the air of his own statue erected by national subscription." It was with this same air of confidence that the Admiral told the fleet on February 1, "Our Navy is the best, and it will remain the best."



RAY IN KANSAS CITY STAR AS THE MIDDLE WEST VIEWS THE DEFENSE PROGRAM

plane than the Blenheim with which the British have been bombing German "invasion ports."

These two planes, at least, it would seem, are a match for the best European aircraft. The British must be cheered by the news that our production is increasing rapidly.

Debt Limit

A bill to raise the limit of the national debt to \$65,000,000,000 has been passed by both houses of Congress.

Up to this time the limit beyond which the Treasury was forbidden to borrow was \$49,000,000,000. The reason for raising the "ceiling" of the national debt at this time is obvious. The debt now stands at nearly \$46,000,000,000. Next year's budget calls for the spending of \$17,486,000,000, while the government will collect in taxes only \$8,200,000,000. Congress must be prepared,



ENVOY FROM JAPAN
Ambassador Nomura, who arrived to take up his post at a critical moment in the relations between the United States and Japan.

The American Observer

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The Week Abroad

Mexican Oil

Three years ago the Mexican government expropriated British and American oil properties valued as high as \$400,000,000. The act of expropriation would have been legal if Mexico had indemnified the owners for their lost property. But this the government could not do, and its relations with Britain and the United States became strained as a result. Various compromise plans and conferences, both public and private, came to nothing. Washington officials hesitated to take any action against Mexico, fearing to disrupt the Good Neighbor policy. They hesitated to keep hands off, on the other hand, knowing the effect would be about the same, since some Latin American states would decide that the United States was incapable of distinguishing between good and bad neighbors, and thus begin expropriations on their own account.

Matters were not going very well in Mexico, either. Wages of oil workers, for whose benefit the wells had been taken over, dropped. It has been estimated that the Mexican government lost \$14,000,000 in the first 28 months of its experiment in oil production.

When the Mexican congress convened for a special session, last week, it found at the top of the agenda a proposal to settle the oil problem once and for all. The proposal came from General Avila Camacho, who succeeded Lazaro Cardenas as president of Mexico three months ago, and who has shown a tendency to modify some of the more extreme reforms of the Cardenas administration. Camacho has asked that foreign capital be encouraged to return to Mexico; that the government participate in each undertaking, guaranteeing management rights and a certain percentage of the profits to the private investors, while at the same time curbing somewhat labor's power to strike—setting up mediation machinery in its place. The Mexican congress has received this suggestion very favorably, and it now appears that this thorn in the side of Mexican-United States relations may at last be removed.

Governments in Exile

President Roosevelt's recent appointment of one man—Anthony J. Drexel Biddle—as ambassador to Poland and Belgium, and minister to Norway and the

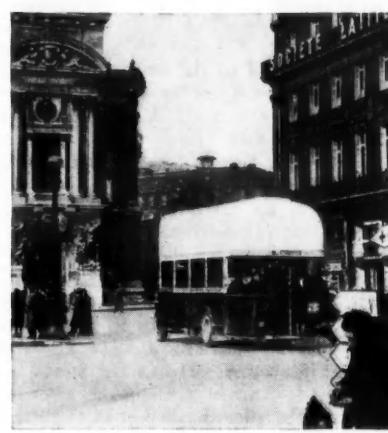
Netherlands, serves as a reminder that five European governments are attempting to function from foreign soil. These governments-in-exile are distinct from such movements as those of the Free French, or Danes, or Czechs, since those three people accepted German occupation—however reluctantly—through their own governments and consequently did not set up governments-in-exile.

Four of the five "little governments" now in exile are located in London. There is a Polish government headed by Premier General Vladislav Sikorski. There is a council of ministers from Belgium, whose

half-circle along the shores of a fine wide harbor. Sailing into this port one is apt to notice first the absence of naval craft and guns. At the airport, which lies close to the harbor, no military or naval aircraft are in evidence. Off to the north lie coconut groves, to the west, rubber plantations. Only the sharpness with which passports are examined and the dim shapes of huge radio towers in the distant hills give any hint of Singapore's real significance as the greatest naval base in the world.

The naval base of Singapore lies at the north end of the island, facing the shores of the Malay states across the very narrow Strait of Johore. Very few civilians ever see it. This base stands today on the site of a former swamp and fishing village. Some 14,000,000 cubic feet of earth had to be moved, hills had to be leveled, swamps filled in, and the course of a river changed to build it. The base contains two huge docks (one a floating dock towed all the way from England), and a roadstead with two entrances, wide and deep enough to float the entire British fleet. In its innocent-looking hills are big reservoirs, underground oil depots containing enough oil to fuel the fleet for half a year, and great guns—some of them 18-inch in calibre and capable of firing 3,000-pound shells 25 miles.

Britain has poured a quarter of a billion dollars into Singapore since the World War, stocking it with the best possible coast defense guns, patrol, bomber, and fighter planes, munitions, and men. Its strength has never been tested, but since it lies athwart the path of Japanese southward expansion, it may be soon.



IN THE STREETS OF PARIS
A new type of gas omnibus which does not operate on liquid fuel has made its appearance in the Nazi-occupied former capital of France.

king is a German prisoner of war. Queen Wilhelmina and her cabinet, having fled Holland, now govern the Dutch Empire by royal decree from London. Not far away are the headquarters of the Norwegian government-in-exile, headed by King Haakon VII. The government of tiny Luxembourg is the only one to have left Europe; it is now located in Canada. These five governments are not able to rule the lands from which they have been forced to flee, of course, but some of them do manage to control colonies, shipping, gold, and to retain the loyalty and courage of their nationals.

Far Eastern Fortress

With the danger of war between Japan and Great Britain growing with every day that passes, the people of India, Burma, Australia, New Zealand, the Malay States, and the Dutch East Indies are turning their eyes toward Singapore, upon whose fate the future of the whole region may depend.

Singapore lies on an island about 15 miles long and as many wide at the very tip of the Malay peninsula. Approached from the sea, it does not look like a formidable fortress. The island is low and marshy, blanketed with heavy green foliage, and hot. The "town" of Singapore, with its 700,000 people, spreads out in a

Since the Germans began large-scale bombing raids on England, last summer, a great deal of British thought and effort has gone into methods of stopping them. During the hours of daylight, bombers have been invariably driven off by fighter planes, but all during the fall and winter bombers have been free to cruise about where they please by night—their only danger being the relatively ineffective fire from ground batteries.

A little while ago, Washington received word that the British have developed a secret device enabling a fighter plane to detect the presence of a bomber in the darkness, locate it, and then to attack it. Last week came word that this device has been successfully used in action. Officers of the U. S. Army air force are now considering adapting it for American planes, and the British hope it will help to reduce damage caused by night bombing.

If the British are developing new devices to combat bombers, they have turned back to an old one to fight submarines. It is a type of small warship widely used during the World War, and known as a corvette. Only half as long as a destroyer and half as speedy, it rolls and bucks wildly in a running sea, and in this day of streamlined ocean greyhounds, the corvette is driven by the sweat of "black gangs" feeding coal into its roaring furnaces. It has many ad-



A WELCOME INVASION
MANNING IN SALT LAKE TRIBUNE

vantages, nevertheless. The modern corvette is as well equipped for fighting submarines as a destroyer. Its speed is sufficient for convoy duty, and it can withstand a hard battering from the sea. The chief advantages of the corvette are that it can be built quickly and cheaply with iron and wood, and operated by only 50 men. Canada is now building 60 of these craft. Most have been launched, and all will be in service by next summer.

Bulgarian King

It is often assumed that because the Balkans are called Europe's powder keg, rulers of the region must be crafty scheming men. This may be true of some, but it never has been true of Boris III, King of Bulgaria, who has recently been forced by Nazi pressure to admit thousands of Germans to his land. John Gunther has described him as being



w. w.
KING BORIS

a decent, honorable man, gentle, and retiring, . . . a doubter, not a man of action. Groping, honest, theoretical rather than realistic, he likes to believe the best of people. His personal charm is considerable. He is extremely obliging. The little story is told in Sofia that he was found in the palace gardens one morning netting butterflies—because he was receiving an entomologist for lunch that day.

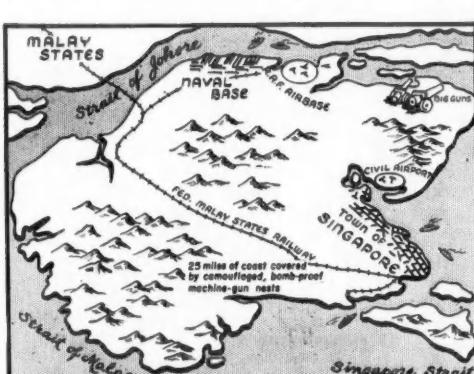
Boris is the son of King Ferdinand, who was forced to give up his throne when Bulgaria found herself on the losing side of the World War, suffering her third disastrous defeat in 30 years. He was born in 1894, educated at the military institute in Sofia, and became king at the age of 25. In 1934 his army made him the unwilling dictator of his country.

There have probably been few kings in the world who have enjoyed their tasks any less than Boris, and yet done what has had to be done with better grace. Always the king of a poor bankrupt land, surrounded by semi-hostile and land-hungry neighbors, he managed to keep peace and order at home, and avoided envy or discontent so far as possible by living simply, dressing poorly and walking through his streets unguarded.

Boris reads in five languages and keeps well up on the news, but is never happier than when dressed in overalls with an oil can, a wrench, and some machinery to tinker with. He is a member of the Bulgarian Railroad Engineers' Union and can drive an express train over the rails as easily as most people can drive a car. He is reported to have said once that if he lost his throne he would come straight to America and get a job as a mechanic.

"My ministers are pro-Nazi, my wife is pro-fascist, and my people are pro-Russian," he said recently, "I am the only neutral in Bulgaria."

PRONUNCIATIONS: Bengazi (ben-gah'-zee), Berchtesgaden (bairk'tes-gah-den), Cárdenas (kah-mah'choe), Cardenás (kar'day-nahs), Kismayú (kis-mah'yoo), Pétain (pay'-tan'), Vladislav Sikorski (vlah'dee-slahf see-kor'skee), Ramón Serrano Suñer (rah-moan' sehr-rah'noe soon'yair).



THE ISLAND OF SINGAPORE AND A VIEW OF ITS HARBOR

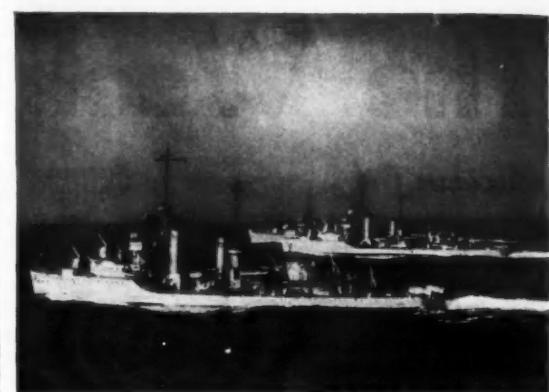
ACME PHOTO



THE BATTLESHIP



THE HEAVY CRUISER

OFFICIAL U. S. NAVY PHOTOS
DESTROYERS

U. S. Weighs More Naval Aid to Britain

(Concluded from page 1)

dismaying rate of 4,000,000 tons a year. Due partly to bad weather, losses subsequently dropped somewhat, but today they are picking up again. At least six ships in a convoy recently met with destruction at the hands of a German pocket-battleship off the coast of Portugal. This grave danger to the sea-borne commerce of the British Isles has been characterized by Churchill himself as more menacing than air attacks, and it explains why the British so urgently need more destroyers.

Jack-of-All-Trades

The destroyer is the jack-of-all-trades of the navy. Marcus Goodrich, whose new and exciting book *Delilah* has a destroyer for its heroine, describes the craft as follows:

She was very slim and light. She was always tense and often tremble, and never failed to give the impression of being a mass of almost terrible power wrapped in a thin and fragile blue-gray skin. . . . She ate great quantities of hunked black food, and vented streams of gray debris. Through her coiled veins pumped vaporous, superheated blood at terrific pressure. She inhaled noisily and violently . . . sent her hot breath pouring out through four handsome mouths. Her function in existence was to carry blasting destruction to floating islands of men; and her intended destiny . . . was to die in this act.

There are various types of destroyers—some with flush decks, and some with high bows; some with four rakish funnels, some with two, and some with one. But all serve roughly the same purpose. They measure a little over 300 feet from stem to stern and are driven through the water by engines as powerful as those of a battleship, sometimes even reaching speeds of 50 miles an hour. No ship can twist and turn with such dexterity and speed as a destroyer, and yet deal out such hard blows. It carries four or five cannon, from eight to 12 torpedo tubes, machine guns, anti-aircraft pom-poms, and depth charges to be hurled after submarines. It is to the submarine what a cat is to a mouse.

It is small wonder that the British have found these ships indispensable. They do not have the armor and gun power and cruising range of the heavier cruisers, but they can escort convoys to points outside the danger zone, meet incoming ships several hundred miles offshore, and maintain constant patrol off the coasts. They can work in narrow waters, and are not easily hit. The British are also finding them invaluable in dealing with mosquito boats—very small fast craft carrying torpedoes, the modern version of the old torpedo boat, the very craft the destroyer was originally built to fight.

For these same reasons, on the other hand, large numbers of destroyers are needed in the Western Hemisphere. There is our sea-borne commerce, the long Atlantic and Gulf coasts, the Caribbean and the Panama Canal to be guarded, there are the coasts of Alaska and the United States on the Pacific side and the myriad islands of the Pacific.

But this is only part of the story. Destroyers are an integral part of the fleet, and without them in sufficient numbers, the fleet would be all but helpless. In a modern battle fleet there are a variety of naval types, each with a special duty to perform. There are the cruisers, the eyes and ears of the fleet, ranging far and wide to find the

enemy or, having found him, to keep watch until the battle line makes contact. The cruisers can fight anything that floats except battleships, and from these they can run away. Working in close cooperation with the cruisers, but from points 25 to 30 miles in the rear, are the vast bulks of the aircraft carriers whose only defenses are light guns, swarms of aircraft (72 planes in some), and speed. In the center of the line are the battleships themselves, the great floating forts weighing 33,000 tons or more, carrying from 1,000 to 1,300 men, and guns of great size and range, capable of hurling eight tons of explosive into a target 15 miles away every 20 seconds.

Role of Battleships

The battleship is the only ship that can stand up before another battleship. It is built to withstand heavy punishment. But battleships cost more than \$70,000,000 each, and while their strength is tremendous in the battle line, they may be prey for a mosquito boat, dashing in with torpedoes, or a stray submarine, or an aircraft carrying torpedoes. Swarms of destroyers are necessary to guard the heavyweight from this kind of menace, and also to guard the

This leads us to the vexing question of how many destroyers we have in relation to the number we need. A brief survey of the world navies does not reveal the United States fleet to be overstocked with destroyers. The British navy, with 15 battleships, six aircraft carriers, and 61 cruisers, has 222 destroyers, including those received from the United States last summer. The Italian navy, with six battleships and 20 cruisers (no aircraft carriers), has 120 destroyers. Japan, with 10 battleships, seven aircraft carriers, and 14 cruisers, has 135 destroyers. The United States, on January 1, had in commission 159 destroyers to supplement its fleet of 15 battleships, six aircraft carriers, and 37 cruisers. Compared to Japan, Italy, and Great Britain, the United States is already short on this type of craft in relation to its other types. This is what Secretary Knox meant when he said that to make more American naval craft available to Britain would throw the fleet out of balance. He did not go on to say, although he might have, that it would be dangerous to do this while the tension between Japan and the United States continues to grow.

There is a little more to it than this, of

105, and 1,770 smaller craft, including rubber boats, tugs, and mine-sweepers.

How will this affect the immediate problem at hand? Only 60 destroyers are scheduled to be completed in 1941-42, although next year, according to Mr. Willkie's expectations, destroyers should be coming down the ways at the rate of 15 or 20 every month. Britain, in the meantime, is building 18 on her own account, in addition to nine battleships and six aircraft carriers. What worries officials, however, is the fact that today the combined fleets of Germany, Italy, and Japan total 658 warships, as compared with 322 owned by the United States, and therefore the Axis outnumbers this country two to one on the high seas. At the rate of the present building programs, the ratio next year will be 803 to 342, or two and one-third to one, and in 1943 it will be 962 to 422, or roughly the same.

Sea Power Vital

This does not take into account the fact that the British navy may have been added to the other side, or destroyed, in whole or in part, by 1943. Most observers believe, however, that if Britain should fall, her navy will be destroyed in its last stand, and that the United States must face the prospect of having someday to face the combined fleets of all three Axis powers. It is this which has convinced many officials that the British fleet should be strengthened at all costs, even if the United States fleet has to be weakened in the meantime.

The columnist Walter Lippmann recently summed up the essence of the danger in the New York *Herald-Tribune*, observing that:

This war is a war which will be won or lost in great actions all over the world centering upon the elements of sea power: upon the British Isles, upon the main entrances and exits to the seas, upon the merchant ships and warships, upon the bases and strategic fortresses of the Atlantic, the Mediterranean, and the Pacific.

This is a war for the command of the oceans in the midst of which lie the two American continents. . . . The destiny of the North American continent was determined once in the sixteenth century by the defeat of the Spanish Armada, and again in the eighteenth century by the defeat of the French Empire. In the nineteenth century the destiny of this hemisphere was determined by that assertion of sea power which we call the Monroe Doctrine. In the twentieth century the destiny of the western world will be determined by this gigantic naval war which . . . at this very moment may be coming to a climax that will compel everyone at last to understand it.

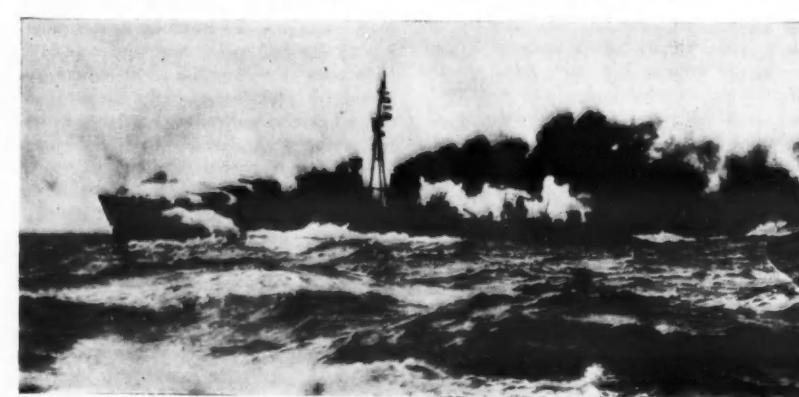
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HARD-PRESSED DESTROYER OF THE BRITISH FLEET
Having to engage in a constant and furious hunt for German submarines, the British destroyer fleet is taxed to the utmost.

expensive cruisers, which cannot be risked, the big vulnerable aircraft carriers, hospital, supply, and repair ships, the fleets of oil tankers, and submarine tenders.

When the fleet lies at anchor, the destroyers lie around it like a protective screen. When it puts to sea, the destroyers form a circle around the cruisers and battleships. When the battle draws near, destroyers scour the seas for submarines and race off like hounds to force the enemy fleet into a position where the hunters—the heavy line of battle—can bring their guns to bear. Some go to certain death, hurling torpedoes against enemy battleships and aircraft carriers; some lay smoke screens; huddle around the big ships, and at night pump star shells and flares into the air to light up targets. Some are equipped to lay mines. At night, when signals flash through the fleet to assume night cruising stations, the battleships would become blind, helpless monsters without their shields of smaller craft, and without destroyers to creep out like sleek gray cats to watch and listen. As George Fielding Elliott has written, "It is probable that no fleet admiral will ever feel that he has enough destroyers."

course. At present there are 46 old-type destroyers undergoing alterations. These craft are similar to those released to Britain last summer, and there is some question as to whether they are to be added to the United States fleet as small transports designed for landing parties, or released to Britain. Washington officials declare they are not being reconditioned for the British, but there is some doubt on this score. It is possible that they might be turned over to Britain without impairing the effectiveness of the fleet since they are not counted among the 159 destroyers now in commission.

Future Program

When it comes to future probabilities, the situation is more favorable. The United States is now building more ships than any other country in the world, and building them with a rapidity that has exceeded all expectations. Today, for example, in 72 different shipyards, the United States is building a bigger fleet than we already have at sea; it includes 17 battleships, 12 aircraft carriers, 54 cruisers, 205 destroyers. There are also 80 submarines being built to add to our present fleet of

Tension Grows in Europe and Asia

(Concluded from page 1)

enter upon a phase of greater violence." The only thing that seemed to remain in doubt about the contemplated attempt at invasion was its timing—all seemed agreed that a terrible onslaught would be made during the coming weeks.

The British were not inactive in the face of this threat of invasion. With renewed vigor, they have struck at the Nazis in the hope of crippling them at the bases on the continent from which they would launch their invasion. The Royal Air Force has been hammering away at the channel ports where the Nazis are concentrated. British fliers, the Air Ministry reported last week, have been laying mines along the German and occupied coasts "night after night" in an effort to forestall the invasion.

From the Nazi standpoint, the subduing of Britain is essential to victory. Whatever succeeds the Germans may have elsewhere in Europe and even on other continents, they cannot win a decisive victory unless they can bring England to her knees, and that can be accomplished only in the Battle of Britain. They might accomplish this result without actually invading the country—by pulverizing her from the air, by dealing crippling blows at her merchant and naval vessels, and by other means. But the British have developed new means of defending themselves against night bombings (see page 5) and their shipping losses, though serious, have not yet reached the critical stage.

It seems likely, therefore, that the attempt at invasion will be made by Hitler. As to its chances of failure, the British are more optimistic than they have been. They have strengthened their defenses and have prepared themselves to meet any eventuality. Many Englishmen actually hope that the invasion will be attempted, for they feel that if it fails it will be the turning point in the war. It will demonstrate that Hitler cannot win the one victory which is essential to him and that consequently his position throughout the continent will rapidly disintegrate. However that may be, the possibility of attempted invasion looms as perhaps the biggest fact in present calculations about the war.

The Balkans Tense

The Balkans. Events last week indicate that the Balkans apparently will not make a last stand against the Nazi march through southeastern Europe. Having successfully brought Rumania and Hungary into the status of occupied countries, Hitler has now destroyed whatever resistance Bulgaria might have made. The Bulgarian government last week accepted German occupation of their country, just as Rumania was compelled to do a few weeks ago. Germans are already in Bulgaria, in how great numbers no one knows, but they are known to be taking over the airports and to be engaging in other activities; all in preparation for a larger occupation.

While Bulgaria was bowing before the Nazi threats, Hitler summoned government officials of Yugoslavia to a conference. The Yugoslav premier and foreign minister last week went to Hitler's



THE SPOTLIGHT FALLS ON THE BALKANS AND ON SOUTHEASTERN ASIA

COURTESY N. Y. TIMES

mountain retreat at Berchtesgaden where they were told of the Nazi plans for them in the "new order" of Europe. What decisions were made there is unknown, but Yugoslavia's position was hardly comfortable. With the surrounding countries securely in Hitler's hands it is difficult to see how the Yugoslavs could do anything but accept the demands of the Nazis.

The advantages to the Nazis of strengthening their hold over the Balkans are obvious. The main purpose would be to rescue Mussolini from his unhappy Greek venture. With Nazi troops, airplanes, and all the weapons of mechanized warfare from Bulgaria and Yugoslavia, it is not likely that the Greeks could successfully resist without substantially more aid from Britain than they have been receiving.

Advantages to Nazis

Another advantage to Hitler of moving farther into the Balkans lies in the fact that it would enable him to deal more effectively with the British in the eastern Mediterranean. With their successes against the Italians in Libya and elsewhere in the Italian African Empire, the British have for the moment ensured their domination of the eastern Mediterranean and have removed the threat of loss of the Suez Canal. If Germany now undertakes to challenge British control in that region, her hand will be greatly strengthened by her moves of last week in the Balkans.

On the other hand, Hitler's action in the Balkans is not without an element of risk to his ultimate success. It may compel him to fight a war on two fronts—a possibility from which he has always shrank. It was in order to prevent such a thing that he made his pact with the Soviets a few days before the outbreak of the present war, for he realizes that it was Germany's having to fight a war on two fronts that was largely responsible for her having lost the World War.

Into the troubled Balkan situation a bombshell was thrown last week when it was announced that Bulgaria and Turkey had signed a nonaggression pact. By the terms of this agreement the two nations promise not to go to war with each other. It had been assumed and hoped by the British that the Turks would take up arms if German troops should march into Bulgaria, but that prospect now seems to have disappeared with the signing of the non-aggression pact between the two Balkan states.

It seems likely that Turkey's decision to conclude the treaty with Bulgaria was prompted by the Soviet Union, from which Turkey takes her lead in matters of foreign policy. If such is the case, it would appear that the Soviets are determined to remain aloof from the European struggle and perhaps even to increase the aid they have been giving to Hitler. Those who felt that the Soviets would encourage Bulgaria, Yugoslavia, and Turkey to take a stand against the march of the Nazis through the Balkans seems to have misjudged the designs of the rulers in Moscow.

Meanwhile, Germany has warned the British against making the first move in the Balkans. Peace will be maintained in that section, they say, until England takes the initiative. The British have broken off diplomatic relations with Rumania and have issued a warning to the other nations

which have been subjected to pressure by the Nazis. They may feel now that they must strike against Germany in the Balkans before it is too late. They have air bases in Greece from which they could launch attacks against the Rumanian air fields, but so far they have refrained from so doing and the peace of the Balkans hangs by a narrow thread.

Hitler's moves of the last week in the Balkans are part of the strategy of terror which he has used so successfully in the past. They are part of the famous war of nerves which thus far has been as important as his military campaigns. As the New York Times summarizes the significance of these activities in a recent editorial:

By the manner in which he has handled the Balkan nations—keeping them divided, working on their mutual jealousies and immemorial feuds, concentrating his pressure on one country at a time, enforcing "moderate" demands which enable him when granted to make further and less moderate demands, infiltrating one country after another "peacefully" with "military instructors," "technicians," and "tourists," until the number and equipment are great enough to render further disguises needless—by tactics such as these, Hitler has once more shown himself to be a diplomatic strategist of consummate cunning. Just as before he made outright war Hitler had marched from one "bloodless" conquest to another—so now, resuming this "bloodless" conquest even within a war, he has tightened the Nazi vice successively around Hungary, Rumania, and Bulgaria, and has begun to apply it to Yugoslavia.

For Hitler has mastered the lesson which, in spite of repeated demonstrations, his victims and opponents have been slow to learn—that "diplomacy" and "war" are not two separate things but merely two aspects of the same thing. They are both part of that Grand Strategy which has been defined as "that which so directs and integrates the policies and armaments of the nation that the resort to war is either rendered unnecessary or is undertaken with the maximum chances of victory." And in this broadened conception of strategy, this dividing line between "peace" and "war" all but disappears.

France and Spain

The Western Mediterranean. In addition to a possible German thrust through the Balkans, the attempt may be made to circle around by the west in order to bolster Italy's position in Africa. This would mean advance through occupied France into Spain, an attack by way of Spain upon the British fortress at Gibraltar, which guards the western entrance to the Mediterranean, and then an overland advance in Africa through French Morocco, Algeria, and Tunisia into Libya, where the Italians have been so smashingly defeated during recent weeks.

There are reports that such a plan lay behind the visits, a few days ago, of General Franco and his foreign minister, Ramon Serrano Suñer, to Mussolini, and later to Marshal Pétain. Hitler and Mussolini, it is said, are bringing new pressure to bear upon the Spanish and the French to cooperate in the war. Heretofore, Spain, weary from her own recent civil war, and able to get desperately needed food only by grace of the British who control the seas, has shrank from participation in the war. And Marshal Pétain has shown a strong determination to prevent France's navy and African territories from falling into Hitler's hands. But Franco and Pétain may not be able to resist Germany indefinitely and may be compelled to co-

operate in carrying out Germany's plans in the western Mediterranean. Certainly a two-pronged attack upon the British—from Bulgaria and from Spain—would jeopardize the British position in the entire Mediterranean area and would cause the war to enter a highly critical phase.

Eyes on Japan

The Far East. From the standpoint of the United States, events of the last week in the Far East have assumed alarming proportions. There are many indications that Japan is preparing to take advantage of the present critical situation in Europe to press her claims in southeastern Asia. In the face of the growing tension between Japan, on the one hand, and Great Britain and the United States, on the other, American citizens have been urged to leave the Orient. The Australian government has warned of impending developments of the "utmost gravity." As a warning to Japan, President Roosevelt declared that even if we should become involved in war in the Pacific, we would not be deterred in our program of giving all possible aid to Britain. And the British have mined the waters surrounding Singapore as a precaution against possible Japanese moves southward. All these developments of the last week have called dramatic attention to the growing crisis in the Far East.

It is possible, of course, that Japan—at the instigation of Germany—is merely playing a game of bluff, is waging her own war of nerves. But it is also possible that she is synchronizing her war policy with that of Germany and really intends to make good her threats against the Dutch East Indies and Singapore. She already has strengthened her position by obtaining air bases in French Indo-China from which she could launch an air attack against Singapore and the Dutch East Indies and she has increased her control over the government of Thailand (Siam).

The United States and Great Britain are both watching the Far Eastern situation very closely. Secretary of State Hull last week conferred with the diplomatic representatives of Great Britain, Australia, and the Netherlands to discuss the crisis which is rapidly developing in Asia. Whether Japan would risk involvement in a war with the United States by attempting to realize her ambitions in southeastern Asia and how far the United States would permit her to go without taking decisive action were among the portentous questions which remained unanswered as a critical week drew to a close.

References

"Has Hitler Passed His Peak?" by Sidney B. Fay. *Events*, February 1941, pp. 81-88. Hitler's pace of conquest has slowed down, and his future course of action is extremely puzzling.

"The Shape of the War." *The New Republic*, February 17, 1941, pp. 198-199. The comparative lull of winter is about over, and Britain enters the next period with her position considerably improved.

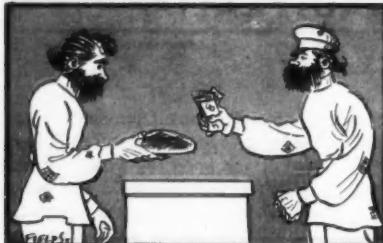
"Stalemate in the Pacific," by R. A. Smith. *Asia*, February 1941, pp. 63-65. The sore points and policy clashes between the United States and Japan are reviewed.

"Why Hitler Hesitates," by F. Kirchwey. *The Nation*, February 15, 1941, p. 174. The resentment among conquered populations and the restlessness in the dictatorship nations are of great help to Britain.



"THAT IS THE QUESTION"
MANNING IN SALT LAKE TRIBUNE

A BOOK, just off the press, entitled *Workers Before and After Lenin* by Manya Gordon (New York: E. P. Dutton, \$4), describes Russian living conditions in detail and furnishes extensive evidence tending to show that Russian workers are worse off today than they were under the czars. This is contrary to a very general impression. It has been widely believed that, though the Russian standard of living is far below that which we enjoy in America, it at least represents an improvement over the old conditions. This view is held by many of those who have written on Russia, but Miss Gordon's investigations, which seem not to be colored by prejudices, indicate that conditions have grown worse rather than better.



The author of this book finds, for example, that through adroit propaganda the Soviet leaders have made it appear that workers in Russia today enjoy far higher standards than ever before. Thus, it is pointed out that the average wage of the worker at present is about 260 rubles a month as against 25 rubles earned by the average worker under the czarist regime. In terms of actual money, the difference is very great indeed. But the figures are deceptive. For the present-day ruble will buy only a fraction of what the czarist ruble could buy. Miss Gordon contrasts the 1937 figures with those of 1913. In 1937, the Russian worker had to pay 12 times as many rubles for a loaf of bread as in 1913. Potatoes and sugar cost 13 times as many in 1937. And Miss Gordon shows that the same thing is true down the entire line of food products as well as in the case of clothing and housing. All in all, despite far higher wages, the Russian worker of today can buy less with his earnings than could the worker in pre-Communist Russia.

Guns and Butter?

National defense preparations in the United States have not yet caused pinching sacrifices in everyday living. Nor are they expected to produce anything like the belt-tightening which Europe has undergone. But certain changes in consumer goods are already in store, as a writer for the New York *Times* reports:

In every major industry in which metals are used extensively or elaborate machine tool setups are required, every effort is being made to eliminate use of strategic metals such as copper, aluminum, zinc, nickel, stainless steel, etc. The industries so affected range from consumers' durable goods, such as automobiles, refrigerators, ranges, smaller appliances and office appliances, to the drug and cosmetic lines, which use metal packages....

As a result (automobile) engineers are now working on plans for models which will not contain as much chrome and stainless steel as the 1941 styles. Grills will be painted instead of being stainless steel or chrome. Metal strips running the length of the car will be eliminated, a trend which is already noticeable. Plastic decorative effects are being evolved. Plastic rear deck doors have been tested successfully and may go into production sooner than expected as a steel-saving device.

Refrigerator engineers have started to design 1942 models, with a minimum of metal in them. Clear plastic compartment doors, plastic or glass shelves, plastic trim and hardware are being tested to replace aluminum. The washing machine industry has replaced a metal agitator with a molded plastic agitator. The whole industry is turning to plastics in

News and Comment

an effort to find suitable substitutes for metals.

Cigarette cases, lighters, compacts, and similar items, which would be generally classed as nonessential, are now being redesigned in materials other than important metals. One company has already completed plans for a line of such products in a variety of materials, ranging from wood to synthetic leather and plastics.

Poetic Prophecy?

Since the air war over Britain began, Tennyson's prophetic lines, in which he spoke of "the nations' airy navies grappling in the central blue," have been quoted and given prominence. It now appears that Tennyson was not the only poet who saw, however dimly, into the future. A translation has been made of a Latin poem entitled "Luna Habitabilis" by Thomas Gray, and is given as follows by the London *Times*:

The time will come when thou shalt lift thine eyes
To watch a long-drawn battle in the skies,
While aged peasants, too amazed for words,
Stare at the flying fleets of wondrous birds....
England, so long the mistress of the sea,
Where winds and waves confess her sovereignty,
Her ancient triumphs yet on high shall bear,
And reign, the sovereign of the conquered air.

Commenting on the above stanzas, the *Christian Science Monitor* has this to say: "Gray had just turned 21 when he penned these lines in 1737. Between the quoted stanzas, the poet spoke of a day when the moon would be colonized, and said the British would get there first. It was a day of imperial ambition. The significance of the verses today, however, lies chiefly in the final reference—a situation which the gallant R.A.F. have brought about over Britain and may yet extend to the continent, with the aid of American-made planes."

Danger of Counterfeiting

The Living Age, in its February issue, suggests the possibility that there may be an increase of counterfeiting in this country, especially if we should enter the war.



It points to the fact that counterfeiting often increases during wartime because agents of the enemy put counterfeit money into circulation in order to wreck the value of a nation's currency. This, says *The Living Age*, is an ancient device and practically all countries at war practice it. Last fall the Balkan countries were flooded with counterfeit English money which apparently had been printed in Germany. It was circulated throughout southeastern Europe in an effort by the Nazis to cheapen the value of English currency. After citing other examples, ancient and modern, of counterfeiting as a war measure, *The Living Age* concludes:

If the United States enters the war, Treasury officials anticipate the introduction here of more than the average amount of counterfeit notes, since our currency has the heaviest gold backing. They might, moreover, be more difficult to detect since it may be presumed that the engraving and printing would be the work of a government and not that of fallible individuals.

Safety Appeal

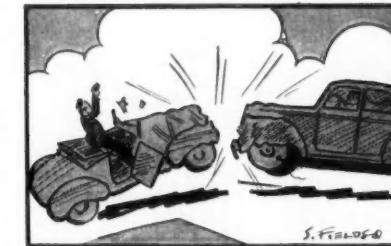
In its February issue, *Public Safety*, a magazine published by the National Safety Council, appeals for action to reduce the toll of accidents in this country. It points to the fact that last year 96,500 persons

lost their lives in accidents and that this was an increase of nearly 4,000 over the 1939 figure. The magazine declares that many people explain away these figures instead of tackling the problem. It refers to two common explanations or alibis:

Alibi No. 1: "It could have been worse in 1940. After all, the increase in travel was practically as great as the increase in traffic fatalities. So, you see, we really held our own against traffic accidents."

Alibi No. 2: "How can you expect people to be alarmed over ordinary accidents when men are dying by the thousands in battle and the whole world is thinking of death and suffering in wholesale terms?"

In reply to Alibi No. 1, the editorial says, "True. Travel did increase as much as traffic deaths in 1940. But does that mean we must accept this relationship as inevitable? Of course it doesn't. Safety's job is to reduce accidents and the suffering and sorrow and financial loss they bring, regardless of the extent of exposure."



Alibi No. 2 brings this answer: "There never was a time in the nation's history when an accident was more to be avoided than right now. An accident is bad enough at any time, but in a national emergency it is a disaster. It strikes down genius, removes keymen, ties up production, hampers movements of men and material. It is unintentional sabotage."

Elsewhere in the same issue is the startling information that "in 1940, accidental deaths among men in the selective service age brackets (21 to 35) totaled approximately 14,000—equal to the destruction of a full army division."

Discontented Japanese

About a year ago, James R. Young was rounding out 61 days in solitary confinement in a Japanese prison. For 10 years, he had been head of the Tokyo bureau of the International News Service, but he had angered the Japanese authorities by writing in dispatches that Japan's war strength was waning. Imprisoned for spreading "fabrications and rumors," he was released after two months, and returned to the United States.

He holds fast to his assertions about the Japanese; however, and writes in the February *Atlantic* that they are spent and tired:

The Japanese people enter a New Year weary of three and a half years of an undeclared war which their army calls holy, and irritated with the sacrifices and deprivations resulting from that struggle.... The Japanese, a regimented and orderly people at home, do not mind the 72-hour week, but they object to four-fifths of a pound of sugar monthly, no pure butter, milk only in certain areas, four matches a day, and no cotton or wool for clothes. Rice is short. Wheat is gone. A few extra pennies in the housewife's hand are no longer sufficient temptation to the bird of high cost of living, which has flown out of reach of millions of Japanese families.

Even water is precious, he writes, "due to the enormous increase in building munitions, armaments, and heavy-industries plants which have mushroomed around Tokyo, Nagoya, and Osaka. Coming to work in these plants are hundreds of thousands of families. Their demands for water have added to the distress of city authorities in conserving the supply. The army blames the shortage on lack of rain. The public growls and does not believe this explanation."

Observing that ordinarily the Japanese are "a docile and patriotic people," he re-

ports that they "have become pessimistic and all too questioning of the outcome of the war." As to their ways of meeting privation, "those who have money are beginning to hoard commodities. They participate in illegal transactions. They bootleg cotton goods, leather, and rice. Those who have less to spend eat porridge with sweet potatoes, do without medical supplies, thin their rice, and grumble under their breath."

The Unchanging Italians

In contests of a few, the Italians are superior in strength, dexterity, and intelligence, but when it comes to armies they make a poor showing, which proceeds entirely from the weakness of the leaders, for those who know are not obeyed, and everyone thinks that he knows—

Hence it comes about that for so long a time, in all the wars waged during the last 20 years, whenever there has been an entirely Italian army, it has always been a failure....



NICCOLÒ MACHIAVELLI
(FROM A DRAWING IN "MINUTE BIOGRAPHIES," BY NISENSON AND PARKER. GROSSET AND DUNLAP.)

These words were written in the year 1513 by Niccolò Machiavelli, and appear on page 96 of the Modern Library edition of *The Prince*. A student at St. John's College, who did not sign his name, recently called this to the attention of a New York newspaper.

In Brief

At the beginning of the war, Britain sent 12 censors to Bermuda, but the number has grown to 700. They examine both mail and cargo carried by the numerous ships and planes which stop off at Bermuda on the way to the United States or Europe.

* * *

Everything is automatic in the operation of New York's new \$58,000,000 tunnel under the East River. Photoelectric cells—or "electric eyes"—keep things moving smoothly. They count the cars traveling in either direction, and keep the total number of cars within the tunnel at any one time posted on the master control board. Another "eye" turns on the lights when night falls, and vehicles approaching the tube are measured by an "eye" which sounds a warning signal if their height exceeds the limit.

* * *

A school for deep-sea divers holds regular class sessions at the Washington Navy Yard in the nation's capital. Picked men, chosen for their physical stamina and steady nerves, are trained in the highly skilled business of going below water to salvage submarines, repair ship bottoms, or explore the ocean depths. One of the



first lessons taught is how to walk under water.

* * *

London's Big Ben, the largest and most powerful striking clock in the world, is also famed for its accuracy. Its 400-pound pendulum is so sensitive that if thrown off balance by the weight of a penny the clock will gain four-fifths of a second in 24 hours.

Information Test Answers

European History

1. (b) Their hair was short. 2. (c) German.
3. (d) England. 4. (d) German Empire.
5. (d) Oliver Cromwell. 6. (c) Kipling.

Geography

1. The Netherlands. 2. The Iberian Peninsula (Portugal and Spain). 3. Cacao, chocolate; flax, linen; latex, rubber; hemp, rope.
4. The cork oak. 5. (c) Belgium. 6. Trans-Siberian.

